

SCCCN Spotlight

The Newsletter of the Sporting Car Club of Norfolk

October 2013



2CVs at Snetterton

photo courtesy of www

Events in October

Thursday
17th October

Clubnight

White Horse Inn

Contact
Howard Joynt

Friday
25th October

SCA Race and Rally
12 Car

Ploughshare Inn, Beeston

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Jonathan Stimpson

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Chairman

Vice Chairman

Club Secretary

Treasurer

Competition Secretary

Social Secretary

Membership Secretary

Child Protection

Web / Chief Marshal

Company Secretary

Committee Members

Inside this issue	
The Latest ...	3
2013 Calendar	4
2013 Alpine Challenge	5-7
Vale of Clwyd	8-10
St Wilfrid's Classic	11-12
2CVs at Snetterton	13-15
Marshals Post	16
Road Rallying	17-19
2013 / 2014 12 Car Championship	20-21
2013 Clubmans Challenge	22
2013 / 2014 Eastern Trials Challenge	23
2013 Anglian AutoSOLO Challenge	23
Miscellaneous	24+

Downloads available:

(via website or contact David Bell for a paper copy)

[Debden AutoSOLO and Autotest
Regs & Entry Form](#)

[SCA Race and Rally 12 Car
Regs & Entry Form](#)

[Lynq Garage Car Trial
Regs & Entry Form](#)



The Latest ...

Social Events

Howard – Social Secretary:

Phone Howard on 07917 060052 if you have any ideas or venues for social events

Club Nights

Do not forget that current club nights (unless stated in these newsletters) are at the **White Horse Inn** at Trowse

Please join us at the White Horse Inn on **Thursday 17th October** for the next Natter & Noggin

Diary Dates

Wednesday 2nd October
Management Meeting

**Sunday 6th October
Club First Aid Course at
Burstall Village Hall**

**Saturday 12th October
East Anglian Motor Show**

Thursday 17th October
Club night at the White Horse
Inn, Trowse

~~Saturday 19th October
Annual Dinner Dance &
Prize Giving~~

**Friday 25th October
12 Car Round 2
SCA Race and Rally**

**Sunday 27th October
2013 AAC Round 6
Debden AutoSOLO
West Suffolk Motor Club**

Wednesday 6th November
Management Meeting

**Sunday 17th November
Car Trial
Lyng Garage**

**Sunday 17th November
Charity Car Show**

Marshalling

Marshal Points:

Have you been out marshalling on any club or invited events?? Then you need to claim your Championship points by contacting Lynne Wellbelove or David Bell.

Saturday 12th October
East Anglian Motor Show

Friday 25th October
12 Car Round 2
SCA Race and Rally

Sunday 27th October
Debden AutoSOLO
Carver Barracks
(nr Saffron Walden)
Eastern Counties Motor Club

Sunday 10th November
M & H Photography Targa Rally
MOD Woodbridge
(nr Ipswich)
Chelmsford Motor Club

Sunday 17th November
Lyng Garage Car Trial

Sunday 17th November
Charity Car Show

East Anglian Motor Show

**Saturday
12th October**

**Cars required to
show and bodies
required to man the
stands**

[White Horse Inn, Trowse NR14 8ST](http://www.whitehorseinn.co.uk)



2013 Dates	Event	Champ.	Contact(s)
Thursday 17 th January	Club night		
Friday 8 th February	12 Car	12 Car	Mark & Lorraine Annison
Thursday 21 st February	Club night		
Friday 22 nd February	12 Car	12 Car	Howard Joynt & Bernie Fox
Friday 15 th March	12 Car	12 Car	David Bell
Thursday 21 st March	Club night		
Friday 22 nd March	March Hare		David Bell
Thursday 18 th April	Club night		
Thursday 16 th May	AGM		David Leckie
Saturday 18 th May	Race for Life		Christine Newson
Thursday 20 th June	Club night		
Sunday 23 rd June	Midsummer Vintage & Classic Car Run		Martin & Christine Newson
Tuesday 16 th July	Snetterton Production Car Autotest	Clubmans	David Bell
Thursday 18 th July	Club night		
Thursday 15 ^h August	Club night		
Thursday 19 th September	Club night		Guest Speaker: Rob Henchoz
Friday 27 th September	12 Car	12 Car	David & Katy Leckie
Sunday 6 th October	First Aid Course		Martin Newson
Saturday 12 th October	East Anglian Motor Show		Bernie Fox
Thursday 17 th October	Club night		
Saturday 19th October	Annual Dinner Dance & Prize Giving		Lorraine Annison
Friday 25 th October	12 Car	12 Car	Jonathan Stimpson
Sunday 17 th November	Lyng Garage Car Trial	Clubmans	David Leckie
Sunday 17 th November	Charity Motor Show		Martin Newson
Thursday 21 st November	Club night		
Friday 29 th November	12 Car	12 Car	David Mann & Robert Aldous
Thursday 19 th December	Club night		

www.scon.co.uk/SCCoN2013Calendar.htm

SCA Race and Rally 12 Car

Friday 25th October

Round 2 of the 2013 / 2014 12 Car Championship

Regs published on Wednesday 2nd October - Entries open on Wednesday 9th October

2013 Alpine Challenge

Geoff & Maggy Bateman



2013 Alpine Challenge summary

38 teams from across Europe including as far afield as Romania assembled at the beautiful Château de Coudrée on the south side of Lake Geneva, starting point for the 2013 Alpine Challenge. The opening route took them through the French Chablais region which eventually joined up with the route of the former Rallye du Mt Blanc and on over the Morgins Pass in the Valais canton of Switzerland before ending the day at the Diablerets ski resort in Alpes Vaudoises, the hub for this year's event and venue for the hotel and evenings social activities.



This year teams were given the choice to register in one of two categories, 'regularity specialists' or 'grand tourism' where the Roadbook was somewhat simplified to that for 'regularity specialists' plus the special stages were replaced by a series of challenges along the course hosted by sponsor Naef Knight Frank, to test competitors' sense of observation, coordination and teamwork all carried out within an amusing and light-hearted atmosphere.

The Friday event was a one day prologue for the main Alpine Challenge Rally to follow but with its own rankings and awards for both classes. Once the cars were parked for the night, the day finished with a wine tasting ceremony followed by dinner at the renowned Auberge de L'Ours at Vers l'Eglise, a short chartered bus ride away from the hotel.



In Regularity, the day was dominated by the British team of Vincent/Vincent in their Alfa Romeo 1300 GT, followed by the local crew of Guerreiro/Thouanel in an MG B and behind them the Geneva team of Bochud/Ballman in their Austin Healey 100/4.



In the Grand Tourism category, the Geneva-based team of Meylan/Robin in their superb Lancia Stratos won the day, closely followed by loyal Alpine Challenge regulars the Davison family in their BMW 635i and joining them on the podium another British team, the Batemans in their Porsche 944.

On Saturday 12 more crews joined the event and set off from les Diablerets through picture postcard Swiss mountain scenery in warm, slightly veiled sunshine to complete the opening stage at the hill climb course of Gurnigel which had run their annual event the week before. After a delicious BBQ at the Gurnigelbad leisure centre where the Grand Tourism class contestants took part in an archery competition, all teams headed off towards Gruyère through beautiful but challenging terrain where precise navigational skills were essential to avoid getting lost, before re-assembling at Paquier for the start of a special stage. Climbing once again via small roads, teams were guided to Mt Pélerin overlooking the

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north eastern corner of Lake Geneva where once again our sponsor Naef Knight Franck had organised a skill-test for GT teams and refreshments for everyone in the prestigious surroundings of a luxury apartment complex.

For this year's event, a special night stage had been included, starting at 19.30 and running over a mountain section above Diablerets lasting approximately one hour which all teams greatly enjoyed.

The rally started its third day with all teams taking part in an unusual and testing event involving blindfold driving around a coned slalom course against the clock which required precise coordination between driver and navigator to avoid accidents! Once again, the British team of Vincent/Vincent in their Alfa Romeo 1300 Junior proved unbeatable.



Competitors were then lead in convoy to the much-awaited Sunday event, participation in the Ollon-Villars historic hill climb over 8 kms and a rare opportunity to undertake a 'speed' challenge on closed roads in Switzerland. Despite atrocious weather which included drizzle, clouds and cold temperatures, everyone greatly enjoyed this privileged chance to participate and join the magnificent assembled machinery in the paddock at the top of the 'hill' after completing their runs.



The final leg was relatively easy across the Gros de Vaud to the finish and prize giving ceremony at the Chateau de Bavois. Unfortunately a few teams missed the finish including no.9 Saudan/Bader who were lying in second place but regrettably had to be disqualified for non-completion.

Overall winners of this 4th running of the Alpine Challenge Rally were, for the third year in succession, Donald Jenny & Cornelia Cendre in their Jaguar Type E OTS who now get to keep the Challenge Cup which will be replaced with a new trophy for next year's event. Second, following the disqualification of team no. 9 was the Bochud/Ballman team in their Austin Healey which due to the age of their car just beat the third placed competitors Dubois /Knecht in their Alfa Romeo GTV 1750 who like last year, once again achieved a podium finish.

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In the Grand Tourisme class, winners of the Friday Bateman/Bateman in their Porsche 944, managed to prevail over all with an outright win, followed by another loyal and stalwart Alpine Challenge team Michel/Michel in their Volvo P1800 S, with third place going unexpectedly to first time rally participants

Badescu/Croitoru from Romania driving the Team Comanescu Aston Martin Volante

naef Prestige		Knight Frank				 FREDERIQUE CONSTANT GENEVE				
ALPINE CHALLENGE 2013										
RESULTATS COMPLETS/FULL RESULTS										
CATEGORIE REGULARITE/REGULARITY CATEGORY										
Rang	N°	Ekipage		Voiture		Etape 1	Etape 2	Etape 3	Général	
1	1	Jenny	Cendra	Jaguar	Type E OTS	1966	130	74	9	220
2	14	Buchod	Ballman	Austin Healey	BN1 Le Mans	1954	209	93	48	354
3	10	Dubois	Knecht	Alfa Romeo	GV 1750	1968	230	64	26	354
4	11	Gottburg	Auberson	Mercedes	290CE	1972	227	117	28	372
5	12	Fahy	Fahy	MG	B	1974	294	147	44	475
6	19	Vincent	Vincent	Alfa Romeo	GT Junior	1969	303	199	0	502
7	5	Dassier	Chastanay	Chevrolet	Corvette	1969	322	196	3	521
8	15	Korison	Piper	Aston Martin	DB 4	1960	357	117	78	547
9	7	Payot	Payot	Ferrari	365 GT B/4	1972	465	68	57	580
10	16	Guemiro	Thouanel	MG	B roadster	1965	492	145	65	702
11	18	Mardchal	Hager	Porsche	911	1970	379	206	153	738
12	8	Panaga	Vuilleumier	Fiat	124 Spider	1968	377	328	128	833
13	2	Lovisa	Lovisa	Alfa Romeo	Spider, 2000VT	1976	501	305	114	920
14	4	Caigrie	Pison	Porsche	911 SC, Carrera 3.0	1979	403	344	139	964
15	20	Burkhalter	Iseli	Fiat	124 Rally Abarth	1973	538	377	102	967

naef Prestige		Knight Frank					
ALPINE CHALLENGE 2013							
CLASSEMENT GENERAL/FINAL RANKING							
GRAND TOURISME							
Rang	N°	EQUIPAGE/CREW		VOITURE/CAR	SAMEDI	DIMANCHE	TOTAL
1	34	Bateman	Bateman	Porsche 944	190	5	195
2	37	Michel	Michel	Volvo P1800S	170	5	175
3	35	Comanescu/Badescu	Catalin	Aston Martin Volante V8	142	5	147
4	30	Davison	Davison	BMW 635 CSI	90	40	130
5	31	Weedon	Weedon	Triumph Stag	100	10	110
6	40	Pellet	Pellet	MG A Coupé	105	5	110
7	38	Naef	Kochritzky	Alfa Romeo Spider 2000	40	5	45
8	33	Meylan	Robin	Lancia Stratos	-50	40	-10
9	42	L'Epplattenier	L'Epplattenier	Porsche Carrera	-50	5	-45
10	46	Girard	Girard Savoy	Triumph TR2	-60	5	-55
11	44	Georgacopoulos	Torregrossa	Lotus Esprit Mk 1	-90	5	-85
12	41	L'Epplattenier	Berger	Porsche Carrera 3.2	-100	55	-155
13	43	Jaccoud	Bossel	Seat 600 D	-190	55	-245

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Vale of Clwyd

HRCR # 8

Another brilliant event from the Vale of Clwyd Team, but wow was it hard. We finally finished one place below our seeding at 22nd, but did not fare as badly as last year's winners, seeded #1 of course, as they finished 21st.

I was really looking forward to this rally as it takes place in a portion of North Wales I used to know well from night road rallies in the early 70s and I hope I'm going to have a "good feel" for the terrain. I just can't believe how narrow and intricate the roads are and even in the daylight I need my poti to see where I'm going, so how I did it at speed at night is a bit beyond me now! It was different I guess as the Nav's job after plotting the route was to call the road as accurately as possible to help the driver to go as fast as possible. Now it seems to be a far more complicated job, and more like a juggling act – with navigation hand out, speed schedule, map, poti, timecards, and test plans I seem to be in an eternal muddle trying to get the most relevant piece of paper to the top of the pile at the appropriate time. Upon reflection I guess this is just a symptom of fortunes on the day.

Finally, after all this lovely summer sunshine the weather turned and we travelled over on the Friday in the pouring rain and had the pleasures of all the documentation in the wet, with all the windows steamed up and water dripping everywhere – oh the character of these classic cars! It all went very well though and after all our past woes with the trip meter we had

probably the most accurate calibration ever; bang on over 4.44 miles, and it was definitely needed.

The Road-book was excellently presented with two and half regularities of pre-plot, the remainder to be handed out during the day, and 13 tests to mark up so it was nearly midnight before we were able to relax.

The day dawned dry and remained so for 90% of the time so we were really lucky weather wise. The first test just a couple of miles down the road was a short blast around a forest country park car park that went without a hitch and the first Regularity started at the exit, so hardly time to turn the page from test plans before the regularity hand-out comes through the window and "5,4,3,2,1 off you go". Get the trip zeroed and start the stop watch – now where do we go. The hand out is a table of tulips with mileages, just like a touring assembly road-book, but with added speed changes, and there is not time to get it on the map so must be navigated "as seen" which is way out of my comfort zone. I was very pleased as I mistakenly zeroed the trip after 4 miles or so, when I went to flick the switch on to -ve count because we had to reverse to allow an on-coming local through. There were some spectacular views from the top of one of the mountains and it went fairly well with 8 seconds dropped. This finishes within a mile of the next two tests in Ruthin Cattle Market where we make a silly mistake and pass the wrong side of a cone gaining a test maximum

for our efforts. I momentarily lost my place in the notes and we passed it before I could get the words out, which was to be a recurring problem during the day. Another short transport run to Reg 2 start. This was a herringbone pre-plot that had given me a few anxious moments the previous evening, and now appeared to be fairly straight forward, but with narrow roads and high banks it's very difficult to make up any lost time even at 22 mph average speeds. I missed a speed change near the end of this one, which meant a fairly high penalty at the last ITC and we dropped a total of 37, although I have only worked this out on the kitchen table Sunday morning while writing this. In order to relieve the pressure on the navigators C of C, Guy Woodcock, showed the ideal times on a board at the end of the section rather than the traditional method of having them displayed at each control which prompts the drivers to immediately ask for the score. With only 0.04 miles from the end of the regularity to the start of the next test I had no time to process the info – thankfully. This short blast around a farm yard went well and then it's 0.38mile transport to the start of the next regularity. The pre-plot info for this one was a list of black spots, and the start and finish map references. The hand-out of seven spot heights and four speed changes covered a 40 minute route which came through the window with "Go". I can't remember much about the first half as we got the speed changes in the right places – "when you cross grid line 50 for the first time"

and “when you turn left in GS0751”. Towards the end, the route was fairly intricate and there were cars coming and going all over the place so I was feeling very pleased with myself finding the way first time. This all came crashing down as the final control did not materialise where I thought and a car appeared from the right at a T junction. I had taken us straight through a black spot – what an idiot and the first time I have ever made this particular mistake. In my defence the BS was 200m radius centred on the middle of my highlighted grid line number. I knew when I drew the route though that it looked odd – but it just did not register, so all my good work at the previous two controls ,a +1 and +3, went down the toilet as we’re over 3 minutes late!!!. Thankfully the maximum penalty, early or late, at an ITC was one minute which I was very grateful for. Missing the control completely was a five minute penalty – much friendlier than a “Fail” I think. I was so mad with myself “I just could not believe it” and was having a real Victor Meldrew period as we arrived at coffee just 0.8 a mile down the road back at Ruthin Cattle market.

My mood was not helped with Jim “peeping” the horn at me to hurry up after collecting our Main Control time out as he is lining up for the test start without me being in the car. I had just about enough time to gather my paraphernalia together and belt up before it was “54321 Go” again.

We went the wrong way around one of the cones because I had written my notes incorrectly for the test. The diagram showed right of G and loop it and I wrote left of G and loop it – another test

maximum – not the end of the world but just another unforced error – just like watching Tim Henman at Wimbledon really– well similar!

I have 2.18 mile transport in which to relax, while navigating and preparing the paperwork for Reg 4. This was another 40 minute fully pre-plot, which must have gone OK I think as I do not have any horror stories to report and looking at the penalties of with - 5,+4,+1,+11,+2 not too shabby. Just a two mile transport to Reg 5 which is a hand-out and I take one look and go “yuck”. It says “this section is designed to be navigated “as you see it” and is difficult to plot on the map. (This latter bit being just an excuse and is a “crock of sh*t” as they say) it was more like Treasure Hunt navigation but with the minimum of information – not all junctions mentioned, very few mileages given - just about the worst thing I could imagine as I absolutely hate not being able to plot the route and not know where I am on the map. I’ll give you a taster of some of the “clues”

T junction – don’t follow signs to Henllan - becomes turn left

Junction – turn right between blue house and bus stop – found eventually – it was still being painted!

Junction – turn left to pass No through road sign on your left – actually SO at crossroads

Junction – follow signs to St Asaph

Well it starts off OK and we find our way and a couple of ITCs so all’s well. I’m doing OK getting where we are onto the map just in case of mishap. We find three ITC

so we are obviously doing OK finding the route, but not so well on the speed changes, as the results show with a +52 at the third ITC. But the worst is still to come as we miss the dreaded sign to St Asaph. Not finding any sign for a while we eventually turn around and go hunting and eventually find it hidden in a left hand hedge after the correct left turn and find the last ITC and gain another maximum. The next piece of route from here to the next series of tests is still a mystery to me here on the kitchen table and when we did find it I was still not convinced. To compound matters there were three or four other Competitors milling about not really knowing where to go. Eventually we convinced ourselves we were correct entering the private estate to complete tests 6 and 7 along tracks in Kinmel Park. Another short transport section took us to two more car park tests and finally a farm track test into a well-deserved lunch break. With the petrol pumps buzzing away it was clear we would be in need of some fuel before long. With a repeat of Tests 6+7, 8 and 9 before petrol it was a case of fingers crossed. We made it but not before making another error on the last one and collecting a third wrong test – why I called right of M when I had left of M written down I have no idea?

Which left just our final push to the finish via two mega long Regularities.

The first part of Reg 6 had been pre-plotted, including a couple of miles of forestry white, and the remainder was to be given out at the start and consisted of a 3 page 13 mile Jogularity – more of the “navigate it as you see it” method with eleven ITCs some to be on

private land. To give you some idea of the intensity I hardly managed to record any ITC times until the end of the section – it was all go. The use of private land allows the organisers to ignore the MSA requirement of 2 miles between ITCs so they can be very close together. Three of them being less than 3 minutes long!

The first part went OK including the forestry and the beginning of the Jogularity with penalties of +1,+1,+1,+2. Then it all came tumbling down when we took a slot right only to find the car in front coming back towards us. The offending next instruction being T jct – stop turn left. On first glance it looked like a dead end, so we turned around also, but then the next car came and did not come back so it had to be correct and sure enough there was a “hole in the hedge” with an ITC behind it. If this had been on the map I would have found it, as we’ve been there before in the other direction, but I did not recognise where I was so that was an ITC maximum, and now being on a Jogularity with accumulated time I was lost as to where I was time wise and continued by “winging it”. The art of Jogularity is to add your late/early time to each due time as you go, but it was just beyond me in the heat of the moment as I did not have the extra brain capacity to work it out while calling the route. There was also a slight distraction on the next foray onto private ground which went through a rather grand new build property as one of the Jogularity instructions was 2.92 Spitfire on right – and there it was parked on the lawn!

I’ve spent an hour on Sunday afternoon trying to sort out what

happened for the rest of the Regularity but most of it is still a blurr, but what I have realised is that near the end we were approaching a slot left at a crossroads when two earlier cars appeared coming towards us and disappeared down the slot. Inevitably there was an ITC not too far along and we joined the back of the three car queue to be processed. I remember distinctly asking for 55:38 as the time we stopped. The marshal took my card away, obviously harassed and when it was returned he had given us 55:20. I think we were probably given the time that the previous cars had arrived, and paid the price, as we were already early so our penalty was effectively doubled giving us a -44. However, we had been waiting for about 30+ seconds before we were processed, which took another 10 or 15 so we were already about 1 minute late starting the next section. I cannot place the last half mile on the map and it’s apparent we were routed onto a private piece of land as the next and final ITC was only 0.8 mile from the last one and we had no hope of making up the time and were actually 1:21 late, so we gained another “max”. The penultimate ITC had obviously caused a lot of problems because 7 of the top 10 crews got a max penalty here, but at least I knew where we going, if not necessarily at the right time, which is some consolation to me at least. ☺

So a two mile transport brought us to a main control and card collect point that allowed a few minutes to finish plotting Reg 7, entitled “Sting in the Tail” which included a new road not shown on the map – wonderful and also seven ITCs over 40 minutes and of course the

inevitable private land which may have arrows to define the route and a couple of map changes. The timing was via a cumulative speed table hand-out, which should be easier but I find it not so. It was not as bad as I thought and we found the correct route, even the NAM road over a stream that was hidden in a wood – thanks to Jim spotting the car in front disappear, So it ended on a high having found all the controls and passage checks but just making a few mistakes on the tests and the timing occasionally getting the better of me. Doing the “if only” we would have been 11th without the three wrong tests, and the wrong time on Reg 6 would have given us another couple of places and top 10 finish, so the day was not a total wipe out.

As you will have guessed we did not stay for the awards and headed home, but not before having to change a destroyed tyre on the trailer. I must admit I fell asleep coming up the A11 and was no help at all in my usual attempts to keep Jim awake for the whole journey.

Next outing is on 22 September in North Yorkshire, which the CofC tells me will be a lot easier than this – as even he did not get on too well, as the current HRCR Champion navigator finishing 17th. He admitted to me he actually miss plotted the blackspot I went through and got himself in a complete muddle not being able to work out the route.

Happy Days

Jim & Ian

St Wilfrid's Classic

HRCR # 9.

David Taylor and the team from Ripon Motorsport Club created another very enjoyable round of the HRCR Road rally championship with a good variety of tests and Regularities with some splendid views of the Vale of York from the top of Sutton Bank. They even arranged a bright sunny day.

One of the nice touches was having the link section and regularity road-book separate from the Tests book allowing the Drivers to familiarise themselves with the “fun” bits while the navigator gets on with the plotting.

The event started with two loose surface tests within the grounds of the Thirsk Auction Mart and then a short run to Dalton for a fairly intricate slalom third test on rough grass before starting the first Regularity of the six planned for the day. The navigation being 24 tulips handed out at MTC1 before the start of the action with the majority of speed changes identified by tulip number. This soon had many of the top ten crews scurrying about looking for the correct yellow road in GS 4175, as the industrial estate has completely taken over the public road and enticed many folk into it. We were very lucky here seeing David Rudduck/Kevin Carruthers Vauxhall Magnum re-tracing their steps down the yellow and we soon decided they were correct and followed them. This confusion meant we had the Porsche of Andrew Mallagh/Paul Harley running right with us, and I mean within just a few metres as we

were both trying to maintain the average speeds. The route took us across onto map 100 and up some very steep yellows onto the top of Sutton Bank. The second Regularity followed almost immediately but this was pre-plotted with 35 various map features that took us near the Rievaulx Abbey and through the Caydale Mill ford which entails driving down a river for about 100 metres or so with plenty of spectators and photographers. The speed changes were not too onerous along here allowing us to take in some of the spectacular views across the dales, although we did make a small faux pa by missing the Boltby “IN” sign as Jim was looking for a pub, so we were 18 seconds early at the next ITC! Having negotiated the very steep descent from Sutton Bank the Regularity took in the private estate of Thornton Stud. We did have a small overshoot at the entry to the white, and were hampered reversing by a queue of cars behind that refused to overtake us while we were stopped on the side of the road. The ensuing dash through the park was quite entertaining but meant we had to trickle along for a few tenths to get back on time as our enthusiasm to make up time was a little excessive.

A link section then took us to Thornborough for a set of four tests on a mixture of loose and grass surfaces. The grass was extremely slippery and we had lots of fun with loads of opposite lock – not necessarily in the correct direction. The herringbone navigation for Reg 3 was handed

out at the tests and allowed just enough time to get it plotted before the start. It took us in a loop around the test site and to the excellent lunch halt at Masham. The speed changes were at various “bones” and it seemed to go well without any dramas until the final control where we appeared to be over 2 minutes late – it turned out to be an errant clock and we had only dropped 4 seconds and not 2 minutes 4 seconds! Results from the first time card, after the first regularity, showed we were lying 4th, but with still a long way to go.

Two long Regularities took us down the map with the help of a pre-plotted hand-out the night before and the first was fairly straight forward. The second Reg. 5 was anything but, and was to be our ignominious downfall. This consisted of a “London Grid”, with 12 map referenced points pre-plotted the night before with eight of them on a map 104 hand-out within a maze of roads to the north east of Blubberhouses. The information on the correct order to be visited was given out at the end of the previous regularity and several crews, including us, were parked up on the roadside to plot the route. This was quite intricate, and I managed to plot a route that was not the shortest between two points and a fairly trouble free run came to an end when the marshal at the second control announced “sorry, but wrong approach” aargh, and this was compounded by the fact that we had driven passed a code board and not seen it, so that’s a five minute penalty for the WA and another for the missed

board so that's our possible top 4 position down the drain. Never mind "that's rallying" as they say, so just carry on and hope others make bigger mistakes.

Next up are five tests at Melmerby. The first two on tarmac car parks and the next three on loose farm tracks. They all went well with only a small over-shoot on a hairpin left into a stop astride on the last one, and then it was into the final regularity – a descriptive hand-out to be navigated "as you see it" which I find really horrible. It started fairly well and included lots of tracks on private land

But upon returning to the public road it became a little ambiguous with the instruction "follow signs to

Norton-le-clay three times". Seems simple enough but there were two signs at the first junction, so do we follow the fourth instruction or not? Well we did not, and went to investigate the possible route, which turned out to be the wrong decision. The only consolation being that we saw that Porsche again, even more off course than us! Retracing our steps and trying to catch up the four mile detour was quite exhilarating and we ended up with only 2:41 minutes penalty at the next control; only one more control to go and then the final test back at the Auction Mart. This was effectively the first two tests joined together and was a fairly complicated affair that we were pleased to complete without mistake and it was a pleasing end

to a topsy-turvy day.

As you can guess we did not bother to wait for the results, but did partake of the excellent meal before we headed back to Norfolk. It's now Monday evening and the results show us 26th overall possibly our worst result! The what if scenario would have put us about 7th, but still a mighty long way behind Matt Warren and Cath Woodman, the winners, with only 20 seconds regularity penalties! Anyway, we are out on the Regis rally in a couple of weeks so another opportunity to get it right.

Ian & Jim.

Sep 2013

A bloke was out hunting when a gust of wind blew his gun over and discharged shooting him in the genitals. Several hours later lying in a hospital bed he was approached by his Doctor. "Well Sir, I have some good news and some bad news. The good news is that you are going to be OK. The damage was local to your groin there was very little internal damage and we were able to remove all of the buckshot." "What's the bad news?" asked the hunter. "The bad news is that there was some pretty extensive buckshot damage done to your willy which left quite a few holes in it. I'm going to have to refer you to my sister." "Well, I guess that isn't too bad," the hunter replied. "Is your sister a Plastic Surgeon?" "Not exactly," answered the Doctor. "She's a flute player in the Australian Symphony Orchestra. She's going to teach you where to put your fingers so you don't wee in your eye."

An old, blind Marine Gunnery Sergeant wanders into an All-Girl Biker Bar. He finds his way to a bar stool and orders a shot of Jack Daniels. After sitting there for a while, he yells to the bartender, 'Hey, you want to hear a blonde joke?'

The bar immediately falls absolutely silent.

In a very deep, husky voice, the woman next to him says, 'Before you tell that joke, Marine, I think it is only fair, given that you are blind, that you should know five things:

1. The bartender is a blonde girl with a baseball bat.
2. The bouncer is a blonde girl with a 'Billy-Club'.
3. I'm a 6-foot tall, 175-pound blonde woman with a black belt in karate.
4. The woman sitting next to me is blonde and a professional weight lifter.
5. The lady to your right is blonde and a professional wrestler.

'Now, think about it seriously, Marine.... Do you still want to tell that blonde joke?'

The blind Marine thinks for a second, shakes his head and mutters, 'No...not if I'm going to have to explain it five times.....'

2CVS AT SNETTERTON

Paul Rowland

Citroen 2CV 24 Hour - Race 2013 – Snetterton - 31st August

As part of the driver line up last year, having enjoyed success in the 2012 race running 5th for many hours of the race and late gearbox issues that cost the team places in the last two hours of the race. Car 97 Team Sea Lion based in Birmingham. Martin the team owner had recruited Pete Sparrow a former winner of the championship a number of times and a former winner of the 24 hour race a number of times. Martin agreed to sponsor Pete during the 2013 season which includes eight rounds on the UK race circuits including Silverstone, Brands Hatch and Local to me Croft. Martin the team owner invited me to do one of the sprint races at Croft having secured second place on the grid during qualifying I managed to secure a fourth place during my race, which I was pleased with taking into account the big grid of over 21 cars.

Pete was jointly leading the 2013 Championship with his team mate Sammie Fritchley (sharing a car and sharing each other's points, I guess this is unique to this series) all the rounds completed just the final race left. Any one of the top five point's scorers could win the championship depending on the final result of the 24 hour race (no pressure!!).

Pete had been tasked with preparing the car for the 24 hour race. This included re-wiring the car, full new suspension, etc., etc. As the race date loomed the pressure was building, would the car be ready which engines were going to be race fit. Martin arranged a testing day at a small circuit in South Wales the week before the race. I made the trip south to help as a test pilot. With Pete's prep of the car it felt great, as the day progressed the first engine failed the second rebuilt engine was smoking and the third engine appeared to be good. The test day created more pressure with just a week to go. Martin arranged for an engine re-build, as planned Pete had a day booked at the rolling road to select a batting order for the engines when you are running 40 horse power if an engine has 1 bhp more than another it may a big difference!!

As always time flew by and it was Thursday afternoon the sun was shining the team were arriving at Snetterton me from the North some from the South. Testing was all day Friday. Pete was keen to invest the day setting up the carbs altering the fuel mixture to get the best from the car matched to the track, plus as always lots to do. A new addition to the car was the data logger giving us lap data showing speed, rev's, braking points on the track, lambda readings. This was great info but took hours to set up to interpret the data out of interest max speed around the track is 79 MPH, sub two minute laps so averaging over 60 MPH which is a lot when 28 cars are on the track and you are racing within a few inches of each other in a pack of top running cars (more later).

The garage gang practised a full engine change against the clock 8 minutes 19 seconds. Felt like a formula one pit stop!! The race was starting at 4 pm Saturday after a full days racing of other cars. Pete had managed to secure pole position for the team during the qualifying sessions held on Friday night thus gaining 5 championship points in doing so this gave Pete the Championship lead prior to the race as Sammie was racing in another team.

After a long day waiting for the race to start Pete in Pole lead the field away during the rolling start, we were leading with 23 hours and 59 minutes of racing left. Pete worked a strategy of

dropping a few places to save the car for the long race, a long way to go we planned to run maximum driver stints governed by two things the rules outline a maximum driver stint is three hours and the 25 ltr fuel tank gave us less than three hours running time.

The racing was fast in the early evening sun. Pete setting a fastest lap in his first stint (which remained the fastest lap of the whole race for the whole grid, this gained more points for Pete's championship challenge).

Next in the car was me 6.24pm after a quick refuel and driver change I settled into the flow, car felt great, in an endurance race you lose the sense of your place in the race so the pit crew kept me informed. The safety car kept coming out to allow the recovery trucks to bring the stranded cars back to the pits to be mended/patched up to re-join the race. My nearly three out stint flew by the circuit was pitch black so we were in for a long dark night of racing. Jon took the wheel, after supper I headed for some kip, I would be doing a middle of the night shift next.

I made my way back to the garage at 1 am. I learned that we had a shocker that had failed with it trailing on the ground it looked like fireworks under the car in the darkness. The garage guys turned the car around in just over eleven minutes which slipped us back four places we had been running second and third in the race prior to that. Pete was pushing hard to regain places 2.20am I was back in the car again pushing for places. I managed to draft with some of the other quick cars, this requires a great deal of trust between the drivers as you nearly touching (both cars gain quicker laps) so it's not uncommon to be drafting for long stints with another one/two cars. Very demanding on the driver, judging breaking and linking back on to the rear as soon as possible to improve the airflow of the train. Towards the end of my session in heavy traffic 28 cars on the track, drafting with a car in front of me with a car alongside me. I misjudged the flat out corner Riches at the end of the start/finish straight, I kept flat expecting we could share the tarmac on the corner in the pitch darkness but before I knew it I had run wide avoiding the car on my inside but I had all four wheels on the damp grass sliding towards the Armco I managed to turn the car 90 degrees to avoid hitting the Armco head on which would have put us out of the race. The car appeared to be fine steering good, brakes good, engine good, so I got back into the flow the pit crew had seen my slow lap 30 second's lost on the lap. The marshal's noticed and informed our garage I needed to be pitted as the rear lights were out. Carl Hawkins quickly resolved the issue it was 5am and Jon took over from me.

Still 11 hours of racing to go.

Daylight helped all the teams. Our team was focused keeping track of fuel and driver changes the hours ticked by we were still in a good place. I was next in the car for my last stint at 9.15am Pete brought the car in with carb issues so the garage flew into action again I did a couple of laps and the car was running too lean the gauge on the dash confirming so another visit to the pits and the crew changed the carb. I later discovered the first carb had failed. I had some great drafting with car 1 for over 90 minutes they had big issues in the night and were outside the top ten having won the three previous 24 hour races. We were sitting in third place with only three laps between us and the lead we had a four lap cushion to the fourth placed car and we had four hours racing left, could we win!! The lead car had changed their engine during the race and Sammie and her team were running second. Pete would lose the championship to her if the results stood. Pressure was on the team as we all knew there was still a long way to go! Could we win, could we take second place and Pete win the championship it was all to play for the clock moved slowly, the race neared the end the chequered flag loomed. We took our place as

a team on the podium on the third step Sammie securing the championship as the second placed team. What a great race for over 20 hours of the race we were running in the top four slots. During the race we completed 714 laps, 1428 miles of full on racing. Yes! 1428 MILES! Only three laps behind the winner (717) and a couple laps off the second placed car (716), with a six lap cushion to fourth place, only twenty laps in twenty four hours of racing separating the top ten cars. I'm sure you will agree that is close racing, I bet Formula 1 wished they could race that evenly,

Martin has a great team and the addition of Pete pushed the whole team to a new level. Everyone played a key part in the team's success. I would very much like to be a part of this winning team next year.

Paul Rowland

Back to rallying, the first round of this season's Malton 12 cars starts on Monday and the next all night rally in the North West of England is on the 28th September and my next round of the ANCC Championship. I am currently second in the ANCC Road Rally Championship league table along with my long term navigator David Bell. Looking forward to the rest of the year's motorsport.

PS there is a clue in this report to the name of one of the mystery drivers in last month's Phoenix pics.



Marshals Post

David Bell

Upcoming club events – East Anglian Motor Show, SCA Race and Rally 12 Car, Lyng Garage Car Trial, Charity Car Show, Waveney Mushrooms 12 Car

Other clubs:

~~**CANCELLED** Lynn Charity Stages on Sunday 20th October at Sculthorpe (near Fakenham) organised by King's Lynn & District Motor Club **CANCELLED**~~

Debden Autosolo and Autotest on Sunday 27th October at Carver Barracks (nr Saffron Walden) organised by West Suffolk Motor Club PLEASE CONTACT MARTIN NEWSON IF YOU CAN HELP

M & H Photography Targa Rally on Sunday 10th November at MOD Woodbridge (near Ipswich) organised by Chelmsford Motor Club PLEASE CONTACT MARTIN NEWSON IF YOU CAN HELP

Further information (if any) available from David Bell on 01603 720871 – there are also links to the relevant sites on the Marshals page on the club website (www.scon.co.uk/SCCoNMarshals.htm) for any readers that are interested and have internet access

There are also links to event sites that may be of interest to club members on the Upcoming Events page on the club website (www.scon.co.uk/SCCoNCalendar.htm)

2013 / 2014 Eastern Trials Challenge

Lyng Garage Car Trial

Sunday 17th November

Cadder's Hill, Lyng

Previous events in the Challenge have attracted entries of over 40 and with 5 simultaneous tests planned many marshals will be required

For anyone new to Trials the marshalling is quite straight forward, no timing element, all you do is observe, a very good introduction to marshalling at grass roots level

A variety of cars will attempt to drive up a hill through a series of gates, the further up you get the less you score with a clean hill giving a score of zero

Contact David Leckie on 01603 893294 if you can help

Road Rallying September Round Up

Quite a busy month

12 Car Navigational Rally 11th

King's Lynn & District Motor Club

Map 132

Alan and his Peugeot 106

3rd o/a

Countdown Navigational Rally 14th / 15th

Spadeadam Motor Club

Maps 85 & 86

With Geoff and his Proton

4th o/a

JRM Mercian Road Rally 21st / 22nd

Mercia Motor Sports

Maps 151 & 152

With Simon and his Honda Civic

11th o/a

Clitheronian Road Rally 28th / 29th

Clitheroe & District Motor Club

Maps 97, 98, 102 & 103

With Paul and his Proton

13th o/a

Mixed fortunes, probably the only consistent theme was a series of senior moments from the left hand seat, you'd have thought that with the amount of practice I get those shouldn't happen!

Chronologically:

1) My 2013 / 14 12 car season kicked off with a run round map 132 based at the Stag in West Acre and organised by team Smalley. I was undone by a double diamond (failed to work its wonders for me – classic advert from the 60s) and a tortoise as well as my usual problem with plotting grid references.

First envelope and first clue was an avoid reference, I'd like to think I may have coped with the double diamond if I'd plotted it in the correct place but I didn't and I

didn't (although I did get it in the correct square!) which meant we were lucky to pick up the first board. With this on my mind I missed the significance of the diamond on the next section, not even finding a board where it shouldn't have been failed to convince me that I was wrong (the fail at the end of the night did!).

Then there was the circular herringbone in the form of a tortoise, usually with a circular herringbone there is a clue (sadly my most senior moment of the night was missing the clue), with my organisers hat on I was fairly certain of the route but 15 minutes went by before I got the bone to match my route. The rest of the night went well but 3rd o/a was the final result with Bob & Brian 1st and Mark & Paul 2nd.

2) I'm doing quite well in the ANCC Championship so the second outing of the month involved a trip up to Carlisle and another run with Geoff (my nearly twin based on birthdays) in search of points. Small entry and a reputation for being a bit of a Mensa test with some serious plot & bash navigation.

We had a good run and spent most of the night in a battle with cars 4, 5 and 7 (we were running car 6). Cars 1 and 2 were in a class of their own (car 3 took an early bath) but it was very close within our little quartet. The navigation was straight forward but presented in a time consuming way – you really needed to park up to plot before leaving the control (not something expert drivers understand), needless to say we didn't resulting in too many return trips to pick up boards in well hidden NAMs close to the start of sections.

Stand out memories were the competitive section along the A69

(including a NAM) quite early in the event, the section timed to the second for the tie breaker, the herringbone that took us off the map (I'd already taken Geoff half a mile down the wrong road as I grappled with the bone that wouldn't work before I spotted the map section stapled to the back of the route card) and my customary senior moment (see later).

Things went a tad pear-shaped around Bewcastle. The first problem was somehow we missed a board (5 minutes). The event has a unique method for recording code boards – the code boards are made up of two parts, a large 2 digit number plate type code and a 5 character Christian name in quite small letters, on the time card each 2 digit code has a row of six of the 5 character names and all you do is circle the name that matches the board. Sounds far more complicated than it is, the boards on the side of the road were impossible to miss so all I can think is that for some reason I forgot to circle the name (I do remember one or two moments when my office paperwork re-arranged itself – a moving rally car is not the easiest place to shuffle your bits). Code boards on NAMs (not as map bits) were a different matter and quite easy to miss but the results team assured me that the missed board was on the side of the road.

As an example of a NAM, there were several in Kershope forest but one in particular involved 200m up a track over a narrow bridge, hairpin right to pick up the board and then 200m back down the same track (and narrow bridge), fine when you're on your own, not so fine when you're in a convoy of 2 or 3 cars. The map section stapled to the back of the bone covered our off map loop through Kershope.

By far the biggest senior moment was at Hatlwhistle late in the first half. The hand out came through the window just south of the A69 at Plenmeller and the correct route looped north towards Haltwhistle via a NAM and then back under the A69 towards Bellister Castle. Well that's what it looked like on the map but a careful look at the map (much) later showed the loop turned into a white just before - crossing the A69 and actually went 90R, under the A69, L@T immediate R@T back onto a yellow. There were cars everywhere, we visited Wydon twice before I finally got us onto the correct road and 5 minutes was gone on what should have been a cleanable section, one for the local boys and girls.

Nothing too difficult but an intense night, quite pleased to end up 4th o/a just missing out on 3rd o/a by 1 second (furthest cleanest would have given us 3rd but the section timed to the second saw us 1 second down). A good night for me and a well put together event on some superb roads, but not one for the Novices.

Section timed to the second for a tie breaker, a very dodgy clock at the start ensured everyone dropped time, with the rest of the event squeaky clean relying on the plot & bash to sort the crews out.

3) Time to try a blind date in my search for EMAMC Championship points. Originally entered with Jonathan in his Peugeot but circumstances required a change of driver and eventually teamed up with Simon in his Honda Civic via the BRF.

The Mercian is one of my favourite events, true plot & bash with no tricks and straight forward navigation. The big differences between the Countdown and Mercian are that it is very rare to need to park up to plot on the Mercian and I would class the

Mercian as very Novice friendly.

Met up with Simon at the start in Daventry and installed my equipment, my buttocks were very happy to find a standard seat (Geoff's Proton has a MotorDrive seat and they shudder at the memory!). Bit of an East Anglian away day with entries from John & Ian (car 23) and Hugh & Brian (car 21). We had a good night with a trouble free run to finish 11th o/a.

Thick fog in the first half cost us some time as a new navigator and fog does make the driver a little cautious (car 2 didn't adopt that approach and paid the price). Most of our time was lost on the whites, standard suspension and no under body protection meant that the whites were driven unspectacularly, but our major time loss came from a (for the second weekend in a row) missed board.

This happened on the second hand out after petrol. The hand out covered TC24 to TC27 and was a mixture of avoids & vias followed by a string of grid lines & spot heights. Struggled with the first avoid (SH 157) as I couldn't find the spot, wanted to go SO at staggered cross roads but wasted a minute then followed car 10 as he took the expected route. Bit of leap-frogging took us to TC25, clean so we were back on schedule (1 minute ahead of car 10). Timed to the second at TC26 and a couple of kilometres of white saw car 10 pass again with us both leaving TC26 on the same minute. Longish section to TC27 with a high probability of a clean section. Now had the route on the map so we ran in convoy behind car 10 and drove straight past board BB. I knew fairly quickly that we had missed it, Simon was all for going back for a look, I said no, in hindsight a bad call as we easily cleaned the section and were the only crew to miss the board. (Interesting aside, the results

showed the penalty against board DD – possible grounds for a protest – ho ho – read on!)

Sods law on the next section, another timed to second with a longish section of white, board II wasn't where it should have been, this time we went back to have a look, it wasn't there (found it 200m up the white) and we were one of three crews in the top 20 to drop time at TC31.

Another good night, 11th o/a slightly disappointing at the time but on reflection I can't remember any serious wrong slots so not sure why I was disappointed. The missed board had minimal impact on our o/a result; it just would have moved us up one place.

Hugh & Brian had a very good night ending up 4th o/a (should probably have been 3rd as they picked up an unexplained extra minute penalty at the last control); John & Ian ended up 12th o/a, 12 seconds behind us.

How did the organising team get a result, read on for a squeaky clean process. Unfortunately the organising team were forced to leave some controls unmanned due to a shortage of marshals, some of these unmanned controls had a control board, some didn't. Even more unfortunately some of the sections timed to a second were unmanned, this problem was further compounded by careless marshals at the manned control after the missing timed to the second control writing the times in the wrong column – net result – lots of droppers!

4) More ANCC points on offer in Lancashire, back with Paul in his Proton (4th driver in 4 events – bit of a slut really). Running for the first time as pre-plot (previously fairly easy plot & bash) with the promise of a dry night it was going to be a night favouring the local speed merchants. As I've said

before on the fell roads my only role is to hold the time cards and try to pick out the slots!

Paul was keen to try out some tarmac tyres, unfortunately on the morning of the event he discovered he was down to metal on metal braking, the combination of racing tyres and standard brake pads was not one I would have picked – we spent most of the night doing a fair impersonation of a Catherine Wheel (well we did until the pads finally decided enough was enough).

Met up with Paul at the start and sailed through noise and scrutineering and settled down to wait for our plotting (running car 10 due at 22:10 with 2 hours to plot and travel to the first TC). Met up with Geoff (car 14) and Ian (car 24) while waiting in the services. Managed to plot most of the route at the start; opted for familiarisation of the route on the first half with the promise of 60 minutes at petrol to finish off. Route looked familiar and it was obviously going to be a quick night.

One of those nights with absolutely nothing of note to report, no wrong slots, no moments, just a steady run around. We saw a lot of car 9 in controls but very little of anyone else. Eye opener at petrol as car 5 had only dropped 1 second (we were on 7 minutes but it did look as though one of the sections had been scrubbed). The first two time cards featured the ultra fast fell roads with the final card made of two mega tight and nadgery sections just to the east of the M6. Ended up 13th o/a which seemed

disappointing at the time but on reflection was a fair reflection of our performance, I still struggle with office management at manned PCs and on the event there were quite a few – dropping between 5 and 10 seconds at each doesn't do your overall result many favours, room for improvement there.

How do you get crews to drop time on the fells with pre-plot at 30mph I hear you ask? Just a northern variation of the Preston 'protocol', a combination of a dodgy batch of clocks that seemed to find their way to the start of the droppers and last minute PR problems requiring a dead section (depending on the weather). Three droppers on the first card, three on the second and two on the third (well that's how many we had).

Most enjoyable event; sadly still managed controversy at the end with accusations of cheating and gamesmanship. Weirdly most of the issues were caused by having too many marshals turn up on the night. Organisers had budgeted for having all the controls manned with no manned passage checks (manned code boards in this case). Procedure at boards was to record the codes and get them signed for at the next manned control (intended to be the end of the section). Drivers briefing and the CoC had more marshals than expected and some of the boards were to be manned, procedure at a manned board was to records the board and then have it counter signed there and then, under cross examination from senior navigators the CoC changed this to either have it signed for at the board OR at the end of the

section. The switched on navigators worked out that it would be far quicker to have the boards signed for at the end of the section as the clock wouldn't be running, I'm not that switched on. Is that gamesmanship, cheating, or an inexperienced CoC?

The boards were mainly located on Give Ways and set up in a way that you had to stop at the board to read it. One crew (who have a bit of a reputation for cheating) were observed travelling past boards without stopping, bullying marshals into signing against empty boxes and filling them in at petrol. This delayed the results somewhat as accusations were made. Personally if your time card arrives at the results team with codes and signatures then it should be accepted, you just have to live with your conscious and compete as 'johnny-no-mates'. Eventually it was resolved by a bit of a compromise and we all went home. Unfortunately the forums concentrated on this rather than the event, who would be an organiser?

A very good event and Novice friendly. 10/10

Just remembered, biggest problem all night was recording the boards on the first time card – the event started from Darwen services and I'd left my clip board on a table with the code board sheet face down and it must have picked up some grease – kept thinking my pen was running out of ink!



A bloke starts talking to a very fit 50 year old in a wine bar. She accepts a drink off him, he thinks "good start". After more banter, drink, and a dance, he offers to take her home, she accepts. He thinks "looking good". They reach her house and she invites him in for coffee. He thinks "dead cert". After coffee, a night cap, and a bit of fondling, she asks him if he wants to stay the night. He obviously says yes, (thinking he's god's gift to women). More drink, and she asks him if he's up for a bit of mother/daughter action. Well he can't believe his luck. "TOO RIGHT" he answers". She walks to the hallway and shouts up the stairs, "MOTHER".

2013 / 2014 12 Car Championship

P & H Novice

Results:

Car	Class	Driver / Navigator	Fails	Mins	o/a	Class
3	N	Jonathan Stimpson / Josh Ward	-	-	1	
6	B	Peter Riddle / Carole Holmes	-	25	2	1
10	B	Geoff Bateman / Maggy Bateman	1	2	3	2
12	B	Tony Hewitt / Chloe Hewitt	1	15	4	3
4	N	Mark Annison / Brian Marquis	2	-	5	1
9	B	Dale Lawson / Liam Brett	3	-	6	4
11	B	Jon Bray / Declan McGee	3	5	7	5
5	N	Simon Dent / Tony Headland	4	5	8	2
8	B	Andrew Lawson / Dan Wright	9	-	9	6
7	B	Gordon Shipley / George Shipley	13	27	10	7
2	E	John Peterson / Ian Doble	1	-		1
1	E	Robert Aldous / David Mann	1	9		2

Thanks to David & Katy for organising, Pat & Henry for sponsoring and all the marshals: David, Katie & David (Boards), Alan (Scrutineering), David & Katie (Signing On), David (TC1 & TC10 & Results), David & Gareth (TC2 & TC8), Phil & Chris (TC3 & TC9), Alan & Dan (TC4), Linda & Lorraine (TC5), Howard & Michael (TC6), Christine, Phil, Suzanne & Donna (TC7), David, Katy & Danny (Course Closer).

What can you say, a very encouraging start to the 12 Car season with lots of new faces. I have been involved in the P & H for a few years and I think 7 Beginners must be a record. The event itself ran fairly smoothly, as always the time between opening signing on and flagging the first car away just disappears in a blur. Then it's the wait at the final control with fingers crossed that all starters show up but NOT with clean time cards. Things didn't look too good when cars 2 and 3 appear in convoy with a worrying column of circles down the left hand side of their cards. Followed closely by car 4 still on schedule, and a little later by car 9 also on schedule but then to my relief cars arrived with not so neat columns. A 3 way tie was not going to be a good end to the night. Things perked up (well they did for me) as closer inspection of the cards showed one or two missing boards. 30 boards were put out in the afternoon and 30 boards were collected after the event and fortunately only one of the cards clean on time had 30 boards recorded.

Slight aside here, before the event there has been chatter as to whether a time penalty is fairer than a fail for a missed board. A fail is a fairly serious penalty and on most of the regional championship rounds a missed board wins you a 5 minute penalty, with fails for missed controls or OTL. To be honest I would prefer a time penalty on the club 12 cars BUT (and it's a very big but) after looking at the results from Friday (PC8a and PC10b in particular). A lot of crews missed PC8a and PC10b, now I'm fairly certain that crews who missed PC8a were on the correct route but just didn't see the board (it wasn't tucked away or anything sneaky but it was on a 'big' yellow and probably not where it was expected to be on the loop) so a fail is probably a bit harsh, however crews who missed PC10b were almost certainly not on the correct route so a fail is the correct penalty. If time penalties had been awarded rather than fails then Peter & Carole's very good run and result would have turned into just a very good run with their 2nd o/a becoming 8th o/a. So a fail for a missed board is probably here to stay. If anyone does have any suggestions for rule changes etc. the correct procedure is to present them to the Management Team who will discuss and decide with any changes incorporated into the regs for future events, obviously the summer is the best time for discussing changes so that they can be incorporated in the regs for the whole season.

Back to Friday, I had hoped to publish some words from participants sharing their experiences, but the old tradition of the winner providing a few words seems to have been forgotten. There is nothing stopping anyone from penning

a few words, I'm sure their recollections would be gratefully received by the readership. First time pairing of Jonathan and Josh had a good clean run round to 1st o/a with Peter (definitely not his first time) and Carole (first time with an OS map never mind navigating) dropping time here and there but picking up all the boards and a very fine 2nd o/a as well as custody of the P & H Trophy for the next 12 months. The other trophy winners, Gordon & George Shipley, had a character building night and just snatched the LCF Trophy from Andrew & Dan, who had been doing OK until disappearing well off piste between TC4 and TC5 (one of the quirks of road rally timing is that Andrew & Dan were another crew to clean the event on time!).

Thanks again to Pat & Henry for their continued support, trophies, Hall and buffet; all the marshals and competitors; hope to see you on the next event.



Following the success of the P & H; anyone entering a future 12 car as a Beginner MUST get a copy of the event map(s) to the organisers in time to give them a chance to mark them up (no later than the weekend before the event). It is impractical to expect an organiser to mark a map on the night of the event.

Maps 132 and 133 are required for the next event (SCA Race and Rally 12 Car organised by Jonathan Stimpson). I have 4 new (ish) copies of 133 that are available to borrow and I am happy to source copies of 132 from Dash4It (currently £4.50 or thereabouts) if required (let me know on 01603 720871) or there is a link to the Dash4It site on the 'Useful Links' page on the club website.

2013 / 2014 12 Car Championship

Calendar

Round	2013 / 2014 Date	Event	Organiser(s)
1	27 th September	P & H Novice	David & Katy Leckie
2	25 th October	SCA Race & Rally	Jonathan Stimpson
3	29 th November	Waveney Mushrooms	David Mann & Robert Aldous
4	31 st January	Canada Garage Motorsport	Mark & Lorraine Annison
5	28 th February	Your Ideal Shop	Howard Joynt & Bernie Fox
	14 th March	March Hare	
6	28 th March	Lyng Garage	Simon Tebbutt

2013 Clubmans Championship

For 2013 the majority of the Championship qualifying rounds will be organised by other clubs and the calendar will be fairly fluid.

The qualifying rounds will be those in the 2013 Eastern Trials Challenge, 2013 Anglian AutoSOLO Challenge and 2013 / 2014 Eastern Trials Challenge (first 4 rounds) plus the SCCoN Production Car Autotest.

A list of qualifying events will be shown here and on the website.

Dates and organisers WILL change.

BEST 8 scores from any qualifying events to count towards the Championship

Round 1	Tuesday 1st January	Trial
Round 2	Sunday 20th January	Trial
Round 3	Sunday 10th February	Trial
Round 4	Sunday 24th February	Trial
Round 5	Sunday 17th March	AutoSOLO
Round 6	Sunday 24th March	Trial
Round 7	Sunday 28th April	AutoSOLO
Round 8	Sunday 12th May	Trial
Round 9	?	AutoSOLO
Round 10	Sunday 7th July	AutoSOLO
Round 11	Tuesday 16th July	Autotest
Round 12	Saturday 7th September	AutoSOLO
Round 13	Sunday 13th October	Trial
Round 14	Sunday 27th October	AutoSOLO
Round 15	Sunday 3rd November	Trial
Round 16	Sunday 17th November	Trial
Round 17	Sunday 1st December	Trial

LATEST NEWS

Date confirmed for the SCCoN round of the 2013 / 2014 Eastern Trials Challenge to be held at Cadders Hill

2013 / 2014 Eastern Trials Challenge

Round	Date	Event	Organising Club
1	20 th October	Ivinghoe	FMC
2	3 rd November	Kensworth	FMC
3	17 th November	Cadders Hill	SCCoN
4	1 st December	Wattisfield	WSMC
5	1 st January	Seckford	ECMC
6	19 th January	Roger Holmes	CCC
7	9 th February	Brick Hill	FMC
8	23 rd February	Holbecks	WSMC
9	13 th March	Wattisfield	WSMC

CCC (Cambridge Car Club) **ECMC** (Eastern Counties Motor Club) **FMC** (Falcon Motor Club)
SCCoN (Sporting Car Club of Norfolk) **WSMC** (west Suffolk Motor Club)

2013 Anglian AutoSOLO Challenge

Round	Date	Venue	Organising Club
1	17 th March	Waterbeach Barracks	WSMC
2	28 th April	Carver Barracks	WSMC
3	9th June	t-b-e	SCCoN
4	7 th July	Carver Barracks	WCMC
5	7 th September	Alconbury Airfield	CCC
6	27 th October	Carver Barracks	WSMC

There will be a small event after the final round at Carver Barracks on 27th October to recognise performances and overall winners in the Challenge

Miscellaneous



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	Title	Pub Date	Edition
131	Boston & Spalding	22/02/12	D2
132	North West Norfolk, King's Lynn & Fakenham	30/03/11	<u>D1</u>
133	North East Norfolk, Cromer & Wroxham	06/10/09	D2
134	Norwich & The Broads, Great Yarmouth	28/11/12	D3
143	Ely & Wisbech, Downham Market	17/11/08	D1
144	Thetford & Diss, Breckland & Wymondham	28/03/13	<u>B3</u>
154	Cambridge & Newmarket, Saffron Walden	13/08/12	<u>D2</u>
155	Bury St Edmunds, Sudbury & Stowmarket	12/01/12	<u>D2</u>
156	Saxmundham, Aldeburgh & Southwold	28/05/13	B3

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A limited number of SCCON window stickers are available for £3 each including p&p.

These are printed to be stuck on the inside of the window, design is as below:



Self adhesive vinyl window sticker
measuring 195mm x 80mm.

Please email Mike Smith at mikey.j.smith@btopenworld.com if you would like one.

Payment by Paypal, cash or cheque thanks.

Please note that if these prove popular I can get more printed, minimum print run is 10.

The 2014 Touareg Trail Endurance Classic Rally Dakar Challenge

Date: 20th Sept to 10th October 2014 ("All dates and details etc. as yet to be finalised")

Thru your magazine I would like to advertise for a Co Driver-Navigator-Mechanic for the above event, I have secured sufficient funds for the car + its modification, a 2CV (picture attached is for reference only but the car shown has competed on the event previously but is not the car we will be using) The successful applicant will be required to have sufficient funds available as his/her payment towards the entry and running costs approx £6500-£7500.

Previous rally experience would be an advantage ie, driving, navigation & mechanical ability but not essential. But this will be a hands on experience thru Morocco into the Sahara desert and south in to Africa approx. 3000+ miles.(full details and route etc. as yet to be confirmed). Any interested Nutters (sorry I mean Applicants) can contact me: Richard Adams, Tel :01953 881004 (answer machine if not at home).

Hopefully I can make this happen and would be pleased to keep the SCCON magazine posted on our progress during the preparation stage of car building and the rally itself.



For my part I have over 50 years experience in Building,Driving and Running Race Cars and Bikes.

Richard Adams

Competitors: Licences (H)

Appendix 1: Charts and Diagrams

Chart 7: Competitors Minimum Ages

<i>Discipline</i>	<i>Driver</i>	<i>Navigator</i>	<i>Front Passenger</i>	<i>Rear Passenger</i>	<i>Remarks</i>
RACE					
Car Race	16				14 Junior Race Formulae only
Truck Race	21				21 min age on road
Kart Race L/C	16				210cc max to 17
Kart Race S/C	8				85cc gearbox from 13
Kart Tyro	11				
Kart Endurance	16				15hp per Kart
Kart Bambino	6				Special Conditions
RALLY					
Road Rally	17+RTA	12		2	2-4 in a Child Seat
Navigation Rally	17+RTA	12		2	2-4 in a Child Seat
Stage Rally	17+RTA	16			14 Junior Rally Championship only 14 Single Venue Navigator
TRIALS					
Car Trial	14		12		
Classic Reliability Trial	17+RTA		14	2	2-4 in a Child Seat
Sporting Trial	16		14		
AUTOTEST					
Autotest	16				
PC Autotest	14		12		
CROSS COUNTRY					
Hill Rally	17+RTA	16			
Safari	17+RTA	16			
Cross Country Tyro	13		12	2	2-4 in a Child Seat
Cross Country Trial	17		14		Junior Trials from 8-17
SPEED					
Sprint and Hillclimb	16				
Minicross	14				
Autocross	16				14 Junior Autocross
Clubcross	14				
Rallycross	16				14 Junior Rallycross
Drag Race	16				Junior Dragsters from 8

The newsletter is now available electronically and a link will be emailed to Club Members who register

You will need a copy of Adobe Acrobat Reader on your PC, type www.scon.co.uk/spotlight/201310.pdf into your web browser and see what happens, if you open up an electronic copy of this document then you will be OK

Adobe Acrobat Reader is available as a free download from get.adobe.com/uk/reader/

Motor Sports Council confirms FIA homologation requirement for all Stage Rally seats

At its September meeting this week, the Motor Sports Council confirmed that from next year all stage rally cars must be equipped with seats that have a current in-date FIA homologation.

The requirement for FIA homologated seats to be fitted in stage rally cars was first communicated to the sport in October 2007, after a fundamental overhaul of the regulations governing stage rally vehicles – colloquially referred to at the time by its then regulation number: K37. When the regulation was brought into the Blue Book the following year, competitors were given four years until 1st January 2012 to comply with the new requirements. During 2011, the MSA introduced Regulation (R)48.10.6.1 which allowed dispensation for all cars during first 2012 and then 2013, in order to permit time to complete further investigative work on the subject.

This week's decision follows detailed consideration by the Council of this specific research project that had been undertaken on behalf of the Motor Sports Association to assess the issue of lifing. The full report can be found on the MSA website and by clicking [here](#).

The decision will bring the MSA in line with FIA regulations and the vast majority of National Sporting Authorities (ASNs) around the world who have adopted the requirement in their domestic rally championships.

From 1st January 2014, all stage rally cars will therefore have to comply with Regulation (R)48.10.6 which states: "[Cars must] Be fitted with front seats that are currently FIA homologated complying with K2.2, with appropriate seat mountings and Section K Appendix 2 Drawing number 32."

MSA Chief Executive Nick Bunting:

"This has been a matter of concern for a number of years; competitors have been understandably reluctant to discard what they considered to be 'perfectly good seats', so we delayed the introduction of this regulation for the past two years in order to allow us to complete further investigations.

"The MSA's technical team has undertaken extensive research to assess the likely structural integrity of a stage rally seat after five years and the findings are conclusive. When faced with such overwhelming evidence that supports the position advocated by the world governing body, the Motor Sports Council felt that the correct course of action is now to implement the regulation as originally agreed back in 2009.

"There is no doubt that lifing is an imperfect approach, but having considered all the options to monitor usage rather than time, we have not found a solution that offers a compelling reason to go in a different direction to the rest of the world.

"Now that we have the full information to hand, it would be indefensible for us not to act and pass that knowledge on to the competitor. We recognise that this may cause significant expense to those rally competitors who must now change their seats, but the governing body's role is to make tough decisions for the right reasons, even if they might not be popular."

Q&A

Why has the MSA made this decision?

The Motor Sports Council – the sporting commission made up of the representatives of the sport – has made this decision, based on consideration of all the evidence available. The MSA – as the Executive function – is now implementing the relevant regulations.

Is the MSA concerned that people will stop competing rather than change their seats?

We have to recognise that some people may decide not to continue rather than spend the money on new seats, but we also have to be clear that our responsibility is to make all competitors aware of the information that we have to keep them as safe as possible in their sport.

How much is a new seat?

As ever, it is possible to spend a great deal of money on motor sport equipment, but there are FIA homologated seats widely available at under £200 each. Given the money spent throughout the sport on items that offer performance improvements, the cost of this significantly improved safety protection seems to be more than reasonable.

Can the MSA not extend the life of the homologation?

No, this is not within the MSA's gift. There is provision within the homologation regulations for seats to be presented to the original manufacturer for inspection. If the manufacturer is satisfied with the integrity of the seat, they may extend its life by a further two years from the date of expiry of the original five years. This test costs in the region of £75-100.

What are the alternatives to lifing?

It is true that lifing is not a precise tool – it looks at the balance of probability over the course of time. Both the MSA and the FIA have looked closely at duty cycles and usage, but it is simply not possible to measure them with any degree of certainty. A log book / bar-coding system would only record use in official motor sport events, so testing and other usage would not register.

Have there been fatal incidents that would have been averted by this regulation?

In UK rallying, there has been at least one incident with life-changing injuries that we know was a direct result of a seat failure, but there have also been many serious injuries caused by a failure in the seat/mounting/harness system. It is important to recognise that the seat itself is just one component in the personal protection system – a system that is only as strong as its weakest link. We have already mandated FIA homologated harnesses throughout the sport and having now undertaken the research into seats, we must ensure that the knowledge is used to increase further the safety of our competitors.

The FIA regulations are aimed at WRC cars. Is that really appropriate for clubman rallying?

An accident in stage rallying tends not to differentiate between the permit level of the event or the calibre of the driver. Furthermore, the life of a clubman competitor is no less valuable than that of an international driver.

Why can't the MSA bring this in more gradually?

These regulations were first publicised in 2007, with implementation scheduled for the beginning of 2012. Since then we have extended the period by a further two years, so by any measure we have provided a great deal of time for competitors to prepare for this change.

How many cars are likely to be affected by this?

Every rally car that has been log-booked since 2009 already complies with this regulation and anyone that competes on an International rally will already have been using FIA homologated seats. A number of domestic championships have already mandated the use of homologated seats in their regulations and many competitors have already taken the decision for themselves, in order to maximise the safety of their vehicle. We are now giving everyone else as much notice as possible that their seats must be FIA homologated before the first event of their 2014 season.

Isn't personal safety a matter for the individual?

This is an interesting point and one that to a certain extent holds true; certainly the MSA always stresses that the ultimate responsibility for safety lies with the individual. Nonetheless one of the functions of the governing body is to create regulations that minimise the risk inherent in motor sport to an acceptable level.

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